

# APPENDIX G

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## Consultation and Correspondence

This Appendix includes correspondence and consultation associated with Tampa International Airport Noise Exposure Map (NEM) Update. Due to the COVID-19 pandemic, the Hillsborough County Aviation Authority (HCAA) postponed several consultation and correspondence activities associated with the NEM Update to ensure public health and safety. The HCAA resumed consultation and correspondence activities associated with the NEM Update starting in Fall 2021. Elected officials were engaged through the NEM development process and received notification regarding the Public Workshops and Draft NEM Update Report availability. Additionally, the HCAA held additional meetings with local land use agencies and used the Community Noise Forum to provide updates on the NEM Update Report.

- Appendix G-1 List of Elected Officials
- Appendix G-2 Community Noise Forum
- Appendix G-3 November 19, 2021, Hillsborough County Land Use Meeting
  - Meeting Notes
  - Presentation Materials
- Appendix G-4 November 30, 2021, City of Tampa Land Use Meeting
  - Meeting Notes
  - Presentation Materials

**Appendix G-1**  
**List of Elected Officials**

### **State Senators**

Jeff Brandes

Jim Boyd

Ed Hooper

Joe Gruters

Danny Burgess

Darryl Rouson

Kelli Stargel

Wilton Simpson

Janet Cruz

### **State Representatives**

Nick Diceglie

Colleen Burton

Lawrence McClure

Randy Maggard

Ardian Zika

Susan Valdes

Ben Diamond

James Buchanan

Traci Koster

Fentrice Driskell

Blaise Ingoglia

Chris Latvala

Andrew Learned

Sam Killebrew

Amber Mariano

Ralph Massullo

Linda Chaney

Mike Beltran

Dianne Hart

Chris Spowls

Jackie Toledo

**Members of Congress including Senators**

Gus Bilirakis

Kathy Castor

Charlie Crist

Greg Steube

Scott Franklin

Vern Buchanan

Marco Rubio

Rick Scott

**County Commissioners**

Pat Kemp

Mariella Smith

Ken Hagan

Kim Overman

Harry Cohen

Gwen Myers

Stacy White

Charlie Justice

Janet Long

Pat Gerrard

Kathleen Peters

Dave Eggers

Karen Seel

Rene Flowers

**Tampa City Council**

Bill Carlson

Luis Viera

Charlie Miranda

Guido Maniscalco

Orlando Gudes

Joseph Citro

John Dingfelder

**St. Pete City Council**

Amy Foster

Robert Blackmon

Brandi Gabbard

Ed Montanari

Deborah Figgs-Sanders

Lisa Wheeler-Bowman

Gina Driscoll

Darden Rice

**Mayor St. Pete**

Rick Kriseman

**Mayor of Plant City**

Rick Lott

**Appendix G-2**  
**Community Noise Forum**



# Community Noise Forum Meeting

September 23, 2021



## Agenda

- Open Comments (15 minutes)
- Noise Monitoring Office Update (30 minutes)
- Metroplex (5 minutes)
- Noise Exposure Map Project Update (5 minutes)

**This public meeting is being audio recorded**



Hillsborough County Aviation Authority  
Tampa International, Peter O. Knight,  
Plant City and Tampa Executive Airports

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# Open Comments



Hillsborough County Aviation Authority  
Tampa International, Peter O. Knight,  
Plant City and Tampa Executive Airports

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# Noise Monitoring Office Update



# West Runway Closures

- Runway 1L/19R:
  - Various Maintenance activities July 13: 930 am – 3 pm
  - Various Maintenance activities August 17: 8 am – 4 pm
  - Various Maintenance activities September 8: 8 am – 3 pm

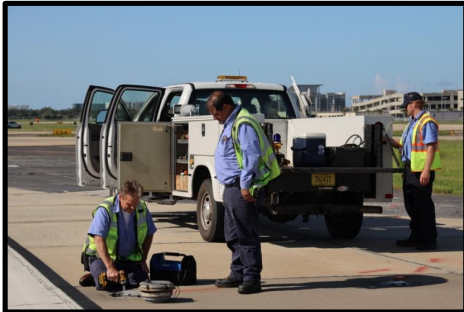


# East Runway Closures

- Runway 1R/19L:
  - Various Maintenance activities July 20: 730 am – 2 pm
  - Various Maintenance activities August 18-20: 8 am – 8 pm
  - Various Maintenance activities August 23-25: 8 am – 8 pm
  - Various Maintenance activities September 15: 630 am – 230 pm



# East Runway Closures Continued



## 10/28 Runway Closures

- Runway 10/28:
  - FAA PAPI August 19: 930 am – 3 pm
  - Various Maintenance activities September 15: 8 am – 4 pm
  - Various Maintenance activities September 22: 7 am – 130 pm



# 10/28 Runway Departures

- Runway 10/28:
  - Fedex had several departures on Runway 28
    - Chief Pilot contacted
  - August increase due to runway closures:
    - Average 37 jet departures
    - August had 82



# Emergency Response Closure

- Silver Airways flight – 7/29/21:
  - Blown Tire on Departure from Greenville
  - Aircraft Landed Safety at 10:48pm
  - Aircraft Disabled on Runway
  - Reopened at 11:25pm
  - Six Commercial Departures on 19L



# Upcoming **Prolonged** 2021/2022 Runway Closures

- Extended closures on **both** parallel runways are tentatively planned for early 2022 through spring of 2022.
  - 1R-19L: Early January to Mid-February 2022
  - 10-28: Mid-January to Mid-March 2022
  - 1L-19R: Late April to Early June 2022
- Closures are necessary for re-grading work on the south ends of both parallel runways that cannot be accomplished per regulatory requirements with the runways open to air traffic.
  - **Runway closures are expected to last several weeks each and will be continuous closures (~45 days)**



## Noise Exposure Map Update

# Noise Exposure Map Update

- The Authority is in the process of formally updating the Airport's Noise Exposure Map.
- This project formally kicked off in late 2019.
- Due to COVID-19, the first round of public outreach was delayed until October 2020.
- A second round of public outreach is planned for October 12, 13, and 14, 2021:
  - Dates and information on locations may be found by visiting [www.tampaairport.com/part-150-study](http://www.tampaairport.com/part-150-study)
- The project is currently expected to be completed in 2022.



## Metroplex (NextGen)

# Metroplex (NextGen) – Key Facts



- Congressional mandate to the Federal Aviation Administration (FAA) to transform the National Airspace System.
- Primary component is implementation of Performance Based Navigation (PBN), moving away from ground based navigation to satellite based navigation.
- South-Central Florida implementation (including TPA) will occur in two phases. The first was completed earlier this year, with the second phase occurring later this summer
- Majority of NextGen expected to be fully implemented by the end of 2021.



## Metroplex Implementation Coming in 2021

- FAA is the agency implementing congressionally mandated modernization of the National Airspace System.
- The FAA completed their second and final round of initial procedural changes in August:
  - Majority of changes around TPA are at or above 10,000 ft.



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# Monthly Scheduled Runway Closures

## Reminder – Scheduled Monthly Runway Closures

1<sup>st</sup> Wednesday of every month – Runway 1L-19R Closed between 7:30 a.m. – 10:30 a.m.

3<sup>rd</sup> Wednesday of every month – Runway 1R-19L Closed between 7:30 a.m. – 10:30 a.m.

**Note: Runway closure dates, times and lengths are subject to change**



Hillsborough County Aviation Authority  
Tampa International, Peter O. Knight,  
Plant City and Tampa Executive Airports

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## **Next Community Noise Forum Meeting:**

Thursday, November 18, 2021

Times: 9:30 a.m. until 10:30 a.m. and 5:30 p.m. until 6:30 p.m.



## **Community Noise Forum Meeting**

September 23, 2021





**Appendix G-3**

**November 19, 2021, Hillsborough County Land Use Meeting**

**November 19, 2021, Hillsborough County Land Use Meeting**

**Meeting Notes**



# meeting notes

project TPA NEM Update time 10:00 A.M.

date November 19, 2021

present Adam Bouchard – Hillsborough County Aviation Authority, Vice President of Operations  
John Patrick – Hillsborough County, Department Director, Community & Infrastructure Planning  
Adam Gormly – Hillsborough County, Department Director, Development Services  
Matthew Lewis – Hillsborough County, Executive Planner, Community & Infrastructure Planning  
Joe Moreda – Hillsborough County, Community & Infrastructure Planning  
Jillian Ward – Hillsborough County, Community & Infrastructure Planning  
Michael Arnold – Environmental Science Associates, Project Director  
Autumn Ward – Environmental Science Associates, Project Manager  
Jeffrey Covert – Environmental Science Associates, Technical Support

subject TPA Part 150 Study Land Use Meeting

## 1. Introductions –

Adam Bouchard, with the Hillsborough County Aviation Authority (HCAA), provide a brief introduction to the meeting and the 14 Code of Federal Regulations (CFR) Part 150, Noise Exposure Map (NEM) update being performed for Tampa International Airport (TPA). He noted that the NEMs have not been updated since 2000. As a part of the TPA NEM Update, the HCAA has hosted a number of outreach meetings to collect feedback and comment from the community.

## 2. Presentation –

Michael Arnold, Project Director with Environmental Science Associates (ESA), began a presentation on the NEM Update being performed at TPA. He provided an overview of the Part 150 Study process highlighting the purpose of the NEM Update. After providing an overview of the regulatory environment surrounding aircraft noise, he described that the Federal Aviation Administration (FAA) has the primary authority to regulate aircraft noise. Local land use jurisdictions can implement zoning codes and local land use regulations to help minimize noise exposure in the community.

Mr. Arnold provided an overview of the Day-Night Average Sound Level (DNL) noise metric used to evaluate aircraft noise exposure, per regulations in 14 CFR Part 150. He identified that 14 CFR Part 150, Appendix A, Table 1, considers a DNL 65 as the threshold for determining land use compatibility. Land uses with modeled aircraft noise exposure below DNL 65 are considered compatible per 14 CFR Part 150. Mr. Arnold provided an overview of the Draft NEMs and the modeled noise exposure for the 2021 Existing Conditions and 2026 Future Conditions. He noted housing units that would be considered noncompatible due to their location in the DNL 65 contours depicted in the 2021 and 2026 Draft NEMs. A total of 22 units are within the 2026 DNL 65 contours; however, 21 of those units received sound insulation as a result of the previous Part 150 Study performed in 2000 and would be considered compatible. Only one of the units,

located north of the airport, did not receive sound insulation treatment as a result of the previous Part 150 Study. This unit is a mixed-use parcel with a single family home and separate business located on the lot. Autumn Ward, Project Manager with ESA, added that the building was likely originally built in the 1950s or 1960s and most likely did not participate or was deemed ineligible for sound insulation as a result of the Part 150 Study performed in 2000. This unit may be considered noncompatible per 14 CFR Part 150, but further investigation would be required.

Mike Arnold provided an overview of the City of Tampa and Hillsborough County Airport Zoning Districts. He pointed out that the City of Tampa and Hillsborough County have their own districts, as detailed on the figure. He described that the 2026 DNL contours have contracted and reduced in size when compared to the 2000 DNL contours, primarily as a result of quieter aircraft in operation at TPA and across the country. The current contours developed for the 2026 Future Conditions are mostly contained within the current Airport Zoning Districts, more so than the contours from the previous Part 150 Study. From these results, it is reasonable to say that the Airport Zoning Districts developed by the City of Tampa and Hillsborough County appear adequate and would not need to be changed as a result of the TPA NEM Update.

John Patrick noted that it looks like a portion of the 2026 DNL contours goes beyond the Hillsborough County AP-5 District. He asked for the background of this zoning district and what goes into determining its boundaries. Michael Arnold responded that he was unsure why the SPI-AP-5 boundary did not encapsulate the contours as a result of the previous Part 150 Study in 2000 because the contours are well-outside the boundary; but it may be because the area is primarily industrial/commercial and would be compatible with the Airport. Joe Moreda, with Hillsborough County, added that procedurally there is nothing needing to change even though the contours are changing. He said that people need to be aware that there are additional zoning requirements which usually plays out in the form of a review when re-zoning is transmitted. Autumn Ward mentioned that there were homes that participated in the prior insulation program as a result of the Part 150 Study in 2000. She emphasized that these are outside the 2026 DNL contour as a result of the new NEM Update at TPA.

Jillian Ward, with Hillsborough County, asked if ESA knew if the units to the south were sound insulated. Autumn Ward responded that they have all participated in the sound insulation program as a result of the Part 150 Study in 2000.

John Patrick asked about the next steps. Michael Arnold detailed the upcoming plan for submitting the Draft NEM Update Report to the FAA. The Draft NEM Update Report will be submitted to FAA to determine if the maps are in compliance with the criteria set forth in 14 CFR Part 150. After FAA approves the NEMs, they will become the official maps. He mentioned that it is important to make sure that there are no concerns from a zoning stand point. He added that it does not appear that any changes are required or warranted given that the contours fall mostly within the Airport Zoning Districts.

Joe Moreda, with Hillsborough County, said that they have an airport notification notice and he was not sure if this relates to the noise contours presented here. He asked if this would affect this radius of that notice. Autumn Ward suggested that it would most likely be in the best interest of the County to leave it in place to provide added protection given that the current contours are smaller.

### 3. Adjourn –

The meeting was adjourned by all parties.

**November 19, 2021, Hillsborough County Land Use Meeting**

**Presentation Materials**

# TPA Part 150 Study

AIRPORT LAND USE MEETING  
NOVEMBER 2021

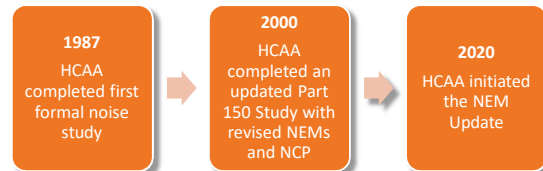


## TPA Overview

### Key Considerations for this NEM Update

- Aircraft technology has improved and aircraft are quieter; however, noise concerns continue
- Existing NEMs are nearly 20 years old
- Increased nighttime cargo operations since the 2000 Part 150 Study; likely to decrease as Amazon moves some of its cargo operations from TPA to Lakeland Linder in 2021
- Aircraft upgauging (utilizing larger aircraft) has offset the increase in passenger activity, but larger aircraft are perceived as flying lower, which raises community concerns
- Community concerns related to air emissions, soot, oily substances, fuel, safety, and health impacts are often contributing factors to concerns about noise, but are outside of the Part 150 Study process

Monthly Activity Profile



# 14 CFR Part 150 Overview

The Part 150 process is an airport sponsor's official mechanism to understand and improve land use compatibility

## Regulatory Framework

- Federal law sets aircraft noise standards, operating rules, the compatibility planning process, and limits an airport's ability to restrict aircraft operations
- State law sets forth zoning compatibility planning guidelines
- Local noise ordinances set noise standards, but aircraft are exempt

This Part 150 Study involves updating TPA's existing Noise Exposure Maps

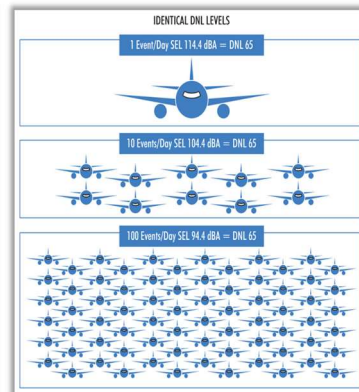
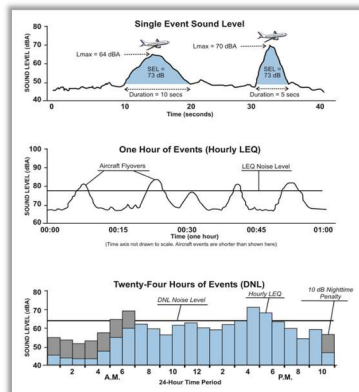
## Who Can Regulate Airport Noise?

- Federal Aviation Administration
  - Controls aircraft while in flight
  - Controls noise at its source (i.e., aircraft engines)
  - Certifies aircraft and pilots
- Airport Proprietors/Hillsborough County Airport Authority (HCAA)
  - Very limited authority to adopt local restrictions
  - Responsible for airport infrastructure
- Local Governments and States
  - Promote compatible land use through zoning
  - Require real estate disclosures
  - Mandate sound-insulating building materials



# Day-Night Average Sound Level

- 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10:00 p.m. to 6:59 a.m. is adjusted by 10 dB to account for the higher sensitivity to noise during nighttime hours
- Average Annual Day aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels
- FAA requires the use of DNL for all airport noise assessments and environmental studies conducted nationally



# Land Use Compatibility

Appendix A, Table 1 provides noise and land use compatibility guidelines

Allows for adoption of appropriate local land use standards for land use compatibility planning purposes

Deems levels below 65 dB DNL to be compatible with all land uses

Land Use	Yearly Day-Night Noise Level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
<b>Residential</b>						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
<b>Public Use</b>						
Schools	Y	N(1)(3)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
<b>Commercial Use</b>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
<b>Manufacturing and Production</b>						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing resource production and extraction	Y	Y	Y	Y	Y	Y
<b>Recreational</b>						
Outdoor sports arenas and spectator sports	Y	Y(3)	Y(3)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	N	N	N	N	N
Amusement parks, resorts and camps	Y	Y	N	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

\* The designations contained in this table do not constitute a finding of fact or a determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or local law. The program is for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours as approved by local authorities. FAA Determinations under Part 150 are not intended to substitute federally determined land uses for those determined by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

**Table 1**

**SUOM** Standard Land Use Coding Manual

**Y(1)** Land Use and related structures compatible without restrictions.

**N(1)** Land Use and related structures are not compatible and should be prohibited.

**N(2)** Noise Level Reduction: Outdoor to indoor to be achieved through incorporation of noise attenuation into the design and construction of the structure.

**N(3)** Land Use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.

**N(4)** Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received; office areas, noise sensitive areas in where the normal noise level is low.

**N(5)** Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received; office areas, noise sensitive areas in where the normal noise level is low.

**N(6)** Land use compatible provided that special sound-reinforcement systems are installed.

**N(7)** Residential buildings require an NLR of 25.

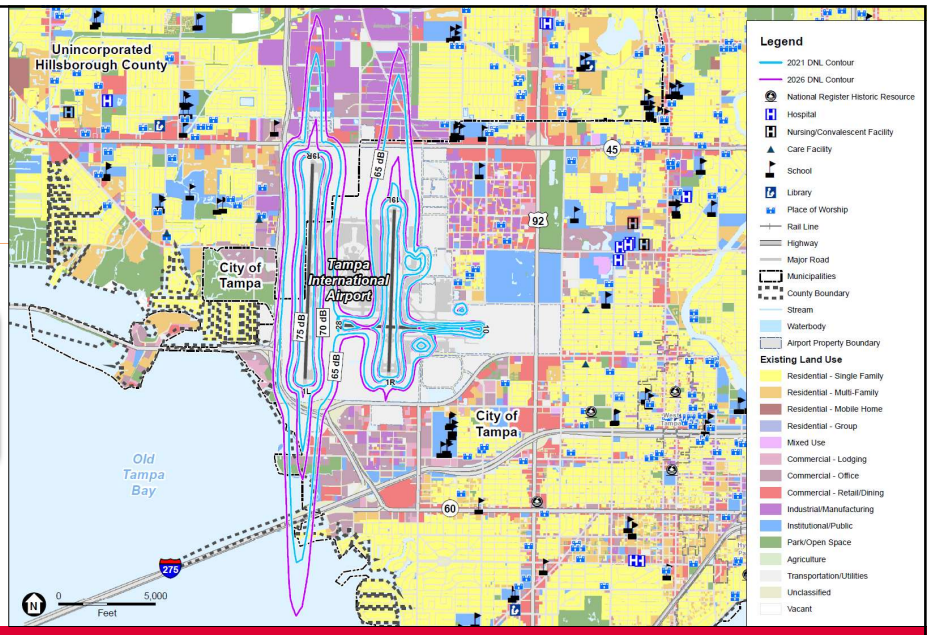
**N(8)** Residential buildings require an NLR of 30.

**(R)** Residential buildings not permitted.



# 2021 and 2026 Draft NEMs

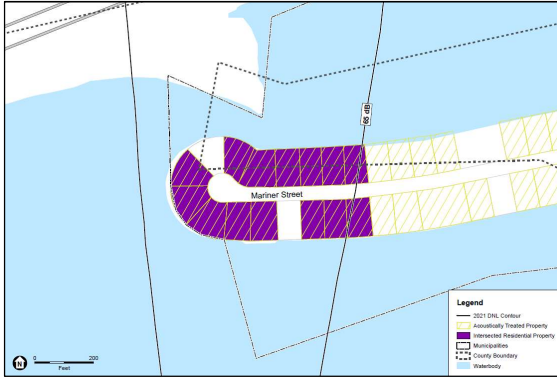
Noise sensitive sites exposed to DNL 65 and higher:  
 2021: 14 housing units  
 2026: 22 housing units





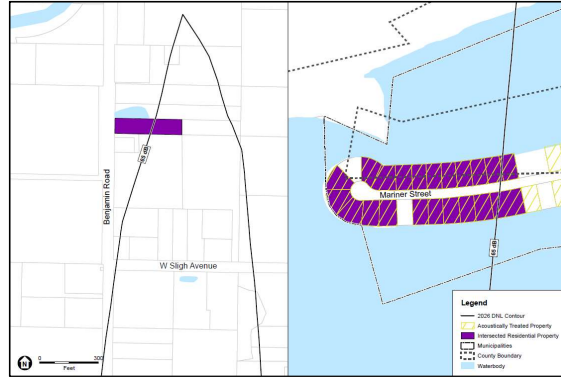
# Properties within 2021 and 2026 Contour

Draft 2021 DNL 65 Contour



All 14 housing units within the Draft 2021 DNL 65 contour have received sound insulation.

Draft 2026 DNL 65 Contour

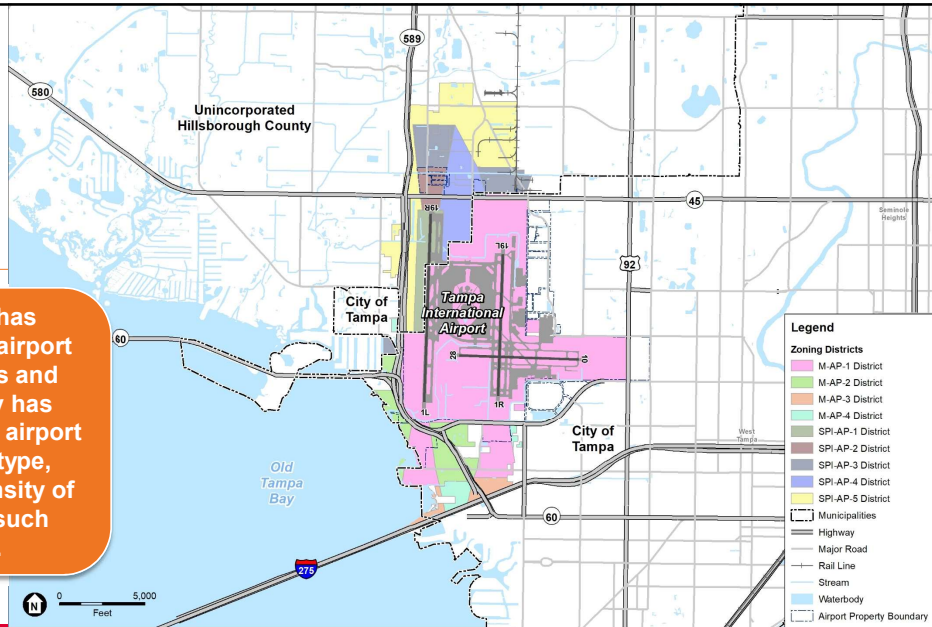


21 out of 22 housing units within the Draft 2026 DNL 65 contour have received sound insulation.

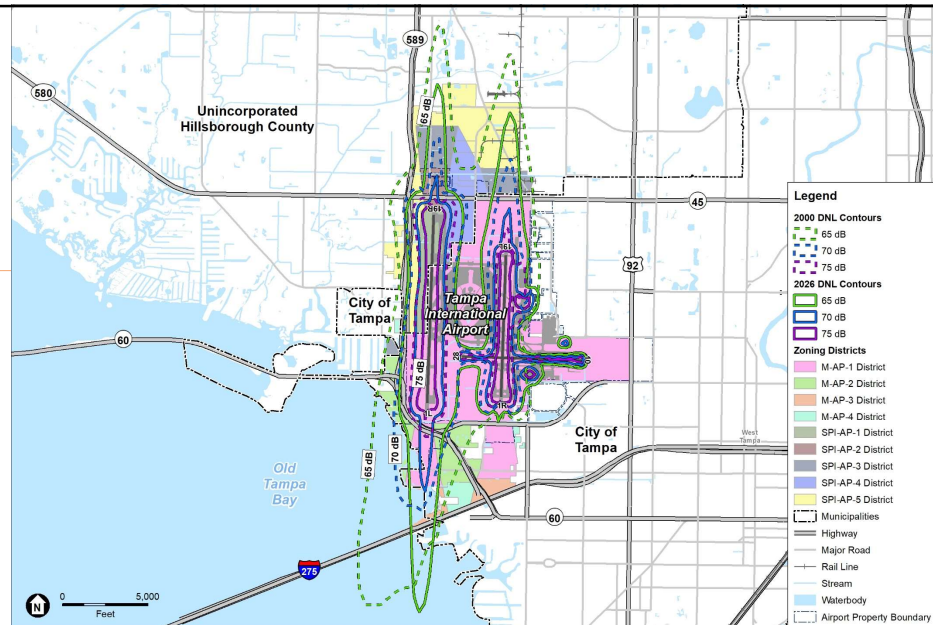


## Airport Special Zoning Districts

The City of Tampa has established the M-AP airport compatibility districts and Hillsborough County has established the SPI-AP airport districts to limit the type, arrangement and intensity of uses of land within such zoning districts.



## Airport Zoning Districts with NEM Contours



## City of Tampa Airport Zoning

- **City of Tampa Code of Ordinances – Sec. 27-156(a)(6) – M-AP airport compatibility districts**
  - “...to encourage development that is compatible with aircraft operation and to increase safety and limit population by maintaining a lower density of development and to promote and protect the utility of the airport.”
- **City of Tampa Code of Ordinances – Sec. 27-171 – District regulations for M-AP airport compatibility districts**
  - M-AP-1: TPF, TPA, and a subdistrict that includes areas lying within the boundaries of approach surfaces or zones to runways 10, 28, 19L, 19R, 1L, and 1R at TPA (identified on the official ALP) and flying within 5,000 feet of the threshold end of each above-mentioned runways. Because these areas are most affected by aircraft traffic, development in these areas shall promote the maximum safety of aircraft, people, and property, and promote the full utility of the airports.
  - M-AP-2: areas lying between the approach surfaces or zones for runway 19R-1L and runway 19R-1L at TPA and within 5,000 feet of the nearest threshold end and those areas lying west of runway 19R-1L at TPA to the west edge of the transitional surface of runway 19R-1L at TPA (as shown on the official TPA ALP). The height of structures and land uses permitted in these areas are of low intensity that reduces population in proximity to the airport and its runways.
  - M-AP-3: areas lying within the boundaries of the approach surfaces or zones for runways 19L, 19R, 1L and 1R at TPA and lying beyond 5,000 feet from the threshold end of the runways mentioned. The land uses, intensities and heights of structures are limited to those which, for safety purposes, reduce population in the path of aircraft approaching or departing on these runways.
  - M-AP-4: includes those areas of land not included in subdistricts M-AP-1, M-AP-2 or M-AP-3. The land uses, intensities and heights of structures are designed to maintain the density of population for safety in areas surrounding the airport.



# Hillsborough County Airport Zoning

- **Hillsborough County Land Development Code – Section 3.01.05 – SPI-AP: Airport Districts**
  - “...promote the public health, safety, and general welfare by limiting the type, the arrangement, and intensity of uses in an effort to minimize the adverse effects of aircraft operations such as potential aircraft crash hazards, aircraft noise and vibration emissions...”
  - Consists of six subareas—SPI-AP-1, SPI-AP-2, SPI-AP-3, SPI-AP-4, SPI-AP-5, and SPI-AP-V—to regulate the intensity of development within such zones by limiting the use, bulk, floor area, scale, and size of developments and, where appropriate, by limiting population densities within such zones.
- **Comprehensive Plan for Unincorporated Hillsborough County Florida – Transportation Element (2008)**
  - Policy 6.5.1: The County shall coordinate land planning outside airport boundaries and shall protect airports from the development of incompatible uses (e.g., excessive structure height, and location, intense development, high-density development, noise sensitive uses, landfills, trees and retention ponds).
  - Policy 6.5.2: The County shall review existing airport zoning districts, determine their appropriateness and eliminate or replace them with the new or updated airport compatible districts, based upon updated master plans and airport operational needs sanctioned by the FAA/FDOT.
  - Policy 6.5.3: The County shall utilize the most current noise exposure study based upon airport Master Plans and Part 150 Noise Compatibility Studies to reassess the appropriate location of compatible and incompatible land uses.



# Anticipated Schedule and Contact Information

If there are any questions about noise at TPA, please contact TPA’s Noise Office and/or visit the website



E-mail  
jdarrell@tampaairport.com



Visit [www.tampaairport.com/part-150-study](http://www.tampaairport.com/part-150-study)

Anticipated schedule after completion of the public workshops is below

Fall 2021 – Receive and respond to public comments

December 2021 – Submit Final NEM Update Report to FAA

Spring 2022 – Acceptance of 2021 and 2026 NEMs



**Appendix G-4**

**November 30, 2021, City of Tampa Land Use Meeting**

**November 30, 2021, City of Tampa Land Use Meeting**  
Meeting Notes



# meeting notes

project      TPA NEM Update      time      2:30 P.M.

date      November 30, 2021

present      Eric Cotton – City of Tampa, Development Coordination, Manager  
Michael Arnold – Environmental Science Associates, Project Director  
Jeffrey Covert – Environmental Science Associates, Technical Support

subject      TPA Part 150 Study Land Use Meeting

## 1. Introductions –

Mike Arnold with Environmental Science Associates (ESA) gave a brief introduction to the participants who were able to make the call. The three participants gave a brief introduction of themselves and their role on the Noise Exposure Map (NEM) Update for Tampa International Airport (TPA).

## 2. Presentation –

Michael Arnold, Project Director with ESA, began a presentation on the NEM Update being performed at TPA. He provided an overview of TPA, 14 Code of Federal Regulations (CFR) Part 150, the NEMs, and airport zoning regulations for the City of Tampa and Hillsborough County. He went over the reasons for the TPA NEM Update such as advancements of engine technology, climb performance, and quieter aircraft engines in operation. The update is to see where Hillsborough County Aviation Authority is today and where they will be going in the future. There has been an increase in activity from cargo and aircraft have increased in size with more passengers on more airplanes. He also mentioned that two rounds of public workshops were held as a part of this study. Eric Cotton, with the City of Tampa, asked if public turn out was good. Mr. Arnold said that it was moderate with no more than fifty in attendance both virtually and in-person which was confirmed by Jeff Covert with ESA.

Mr. Arnold described that the Federal Aviation Administration (FAA) has the primary authority to regulate aircraft noise. Local land use jurisdictions can implement zoning codes and local land use regulations to help minimize noise exposure in the community. Mr. Arnold also provided an overview of the Day-Night Average Sound Level (DNL) noise metric used to evaluate aircraft noise exposure, per regulations in 14 CFR Part 150. He identified that 14 CFR Part 150, Appendix A, Table 1, considers a DNL 65 as the threshold for determining land use compatibility. Land uses with modeled aircraft noise exposure below DNL 65 are considered compatible per 14 CFR Part 150.

Mr. Arnold used the Draft NEMs to identify that a total of 22 units are within the 2026 DNL 65 contours. However, 21 of those units received sound insulation because of the previous Part 150 Study performed in 2000 and would be considered compatible. Only one of the units, located north of the airport, did not receive sound insulation treatment because of the previous Part 150 Study. This unit was identified as a mixed-use parcel with a single-family home and separate business located on the lot. Eric asked why the 2026 DNL

contours have increased. Mike Arnold answered that it is a result of an increase in operations projected in 2026 at TPA.

Mike Arnold displayed the City of Tampa and Hillsborough County Airport Zoning Districts with the DNL contours from the previous Part 150 Study (in 2000) and current Part 150 Study. He described that the 2026 DNL contours have contracted and reduced in size when compared to the 2000 DNL contours, primarily because of quieter aircraft in operation at TPA and across the country. The current contours developed for the 2026 Future Conditions are mostly contained within the current Airport Zoning Districts within the City of Tampa, more so than the contours from the previous Part 150 Study. From these results, it is reasonable to say that these Zoning Districts developed by the City of Tampa appear adequate and would not need to be changed as a result of the TPA NEM Update. It was noted that the airport zoning districts for the City of Tampa were developed back in the 1950s.

Eric Cotton asked if the higher the plane meant less noise. Mike Arnold responded that it is correct and mentioned about climb performance and how we have seen the contraction in the noise contours due to improve climb performance.

3. Adjourn –

The meeting was adjourned by all parties.

**November 30, 2021, City of Tampa Land Use Meeting  
Presentation Materials**



# TPA Part 150 Study

AIRPORT LAND USE MEETING  
NOVEMBER 2021

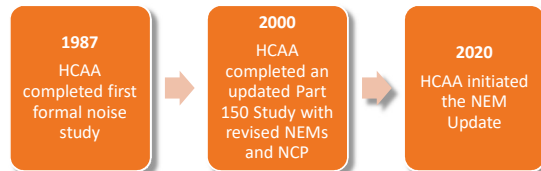


## TPA Overview

### Key Considerations for this NEM Update

- Aircraft technology has improved and aircraft are quieter; however, noise concerns continue
- Existing NEMs are nearly 20 years old
- Increased nighttime cargo operations since the 2000 Part 150 Study; likely to decrease as Amazon moves some of its cargo operations from TPA to Lakeland Linder in 2021
- Aircraft upgauging (utilizing larger aircraft) has offset the increase in passenger activity, but larger aircraft are perceived as flying lower, which raises community concerns
- Community concerns related to air emissions, soot, oily substances, fuel, safety, and health impacts are often contributing factors to concerns about noise, but are outside of the Part 150 Study process

Monthly Activity Profile



# 14 CFR Part 150 Overview

The Part 150 process is an airport sponsor's official mechanism to understand and improve land use compatibility

## Regulatory Framework

- Federal law sets aircraft noise standards, operating rules, the compatibility planning process, and limits an airport's ability to restrict aircraft operations
- State law sets forth zoning compatibility planning guidelines
- Local noise ordinances set noise standards, but aircraft are exempt

This Part 150 Study involves updating TPA's existing Noise Exposure Maps

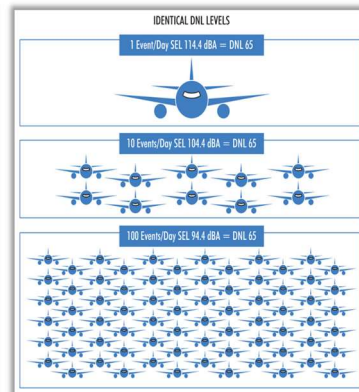
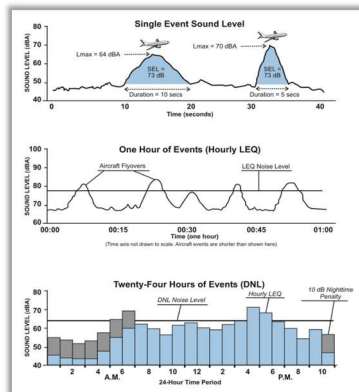
## Who Can Regulate Airport Noise?

- Federal Aviation Administration
  - Controls aircraft while in flight
  - Controls noise at its source (i.e., aircraft engines)
  - Certifies aircraft and pilots
- Airport Proprietors/Hillsborough County Airport Authority (HCAA)
  - Very limited authority to adopt local restrictions
  - Responsible for airport infrastructure
- Local Governments and States
  - Promote compatible land use through zoning
  - Require real estate disclosures
  - Mandate sound-insulating building materials



# Day-Night Average Sound Level

- 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10:00 p.m. to 6:59 a.m. is adjusted by 10 dB to account for the higher sensitivity to noise during nighttime hours
- Average Annual Day aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels
- FAA requires the use of DNL for all airport noise assessments and environmental studies conducted nationally



# Land Use Compatibility

Appendix A, Table 1 provides noise and land use compatibility guidelines

Allows for adoption of appropriate local land use standards for land use compatibility planning purposes

Deems levels below 65 dB DNL to be compatible with all land uses

Land Use	Yearly Day-Night Noise Level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
<b>Residential</b>						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
<b>Public Use</b>						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
<b>Commercial Use</b>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
<b>Manufacturing and Production</b>						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing resource production and extraction	Y	Y	Y	Y	Y	Y
<b>Recreational</b>						
Outdoor sports arenas and spectator sports	Y	Y(3)	Y(3)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	N	N	N	N	N
Amusement parks, resorts and camps	Y	Y	N	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

\* The designations contained in this table do not constitute a finding of fact or a determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or local law. The program is for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours as approved by local authorities. FAA Determinations under Part 150 are not intended to substitute federally determined land uses for those determined by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

**Table 1**

**SUOM** Standard Land Use Coding Manual

**Y(N)** Land Use and related structures compatible without restrictions.

**N(1)** Land Use and related structures are not compatible and should be prohibited.

**N(2)** Noise Level Reduction: Outdoor to indoor to be achieved through incorporation of noise attenuation into the design and construction of the structure.

**N(3)** Land Use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.

**N(4)** Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

**N(5)** Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

**N(6)** Land use compatible provided that special sound-reinforcement systems are installed.

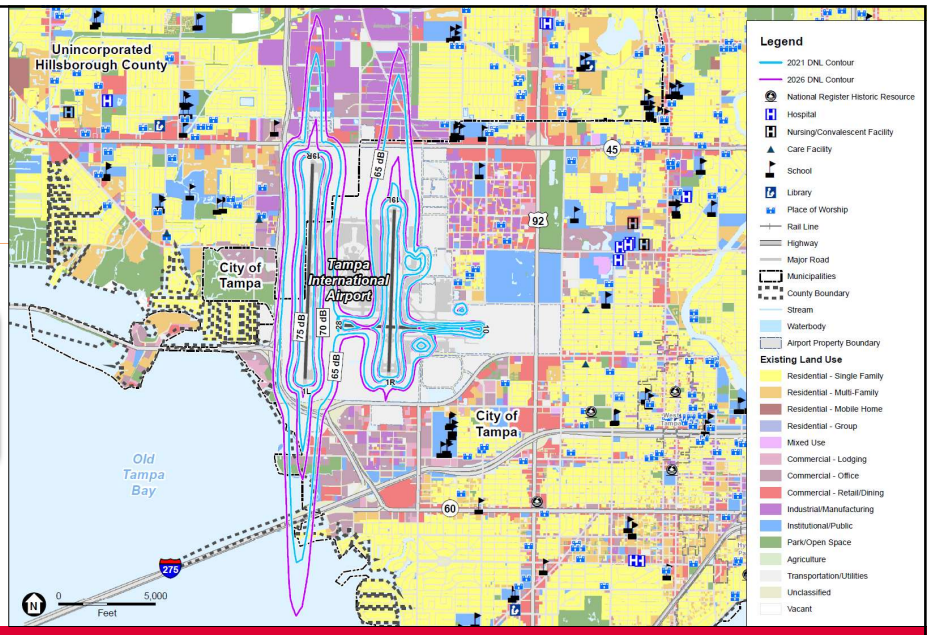
**N(7)** Residential buildings require an NLR of 30.

**N(8)** Residential buildings not permitted.



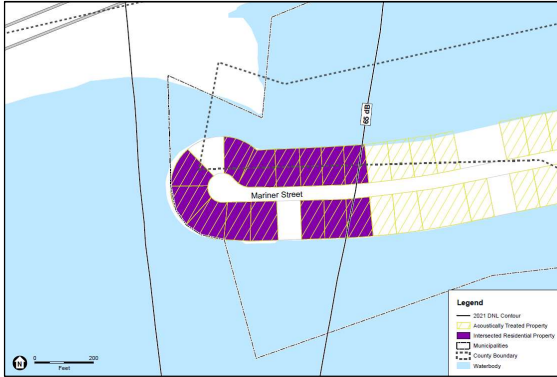
# 2021 and 2026 Draft NEMs

Noise sensitive sites exposed to DNL 65 and higher:  
 2021: 14 housing units  
 2026: 22 housing units



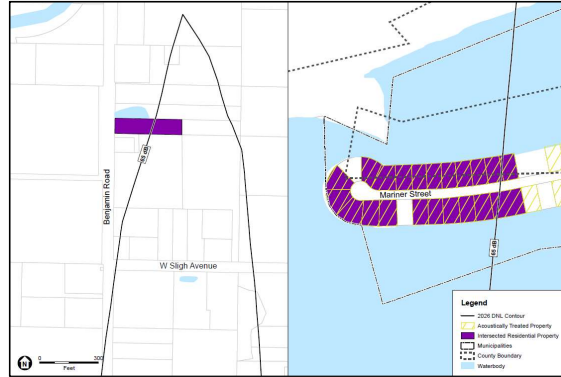
# Properties within 2021 and 2026 Contour

Draft 2021 DNL 65 Contour



All 14 housing units within the Draft 2021 DNL 65 contour have received sound insulation.

Draft 2026 DNL 65 Contour

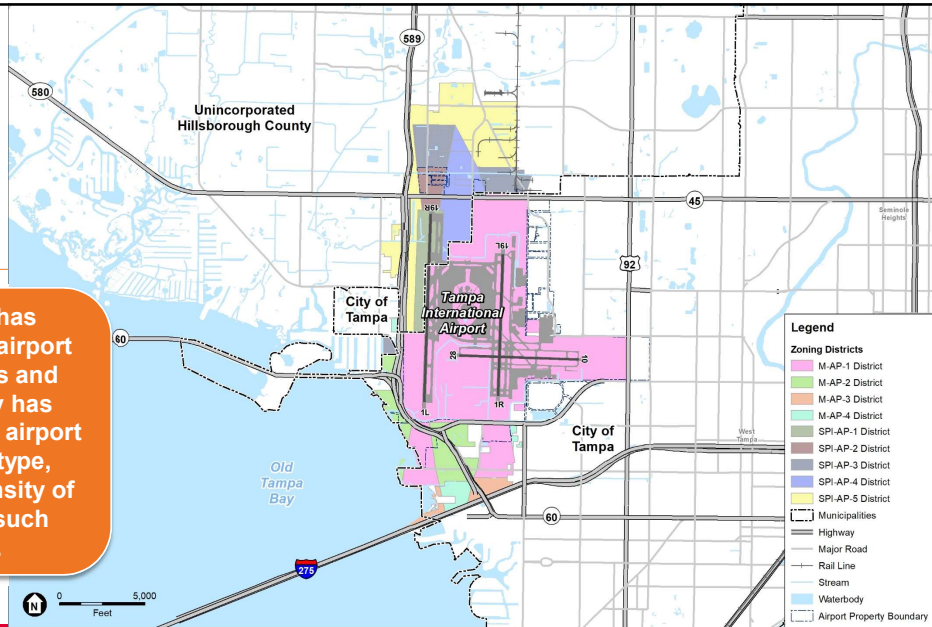


21 out of 22 housing units within the Draft 2026 DNL 65 contour have received sound insulation.

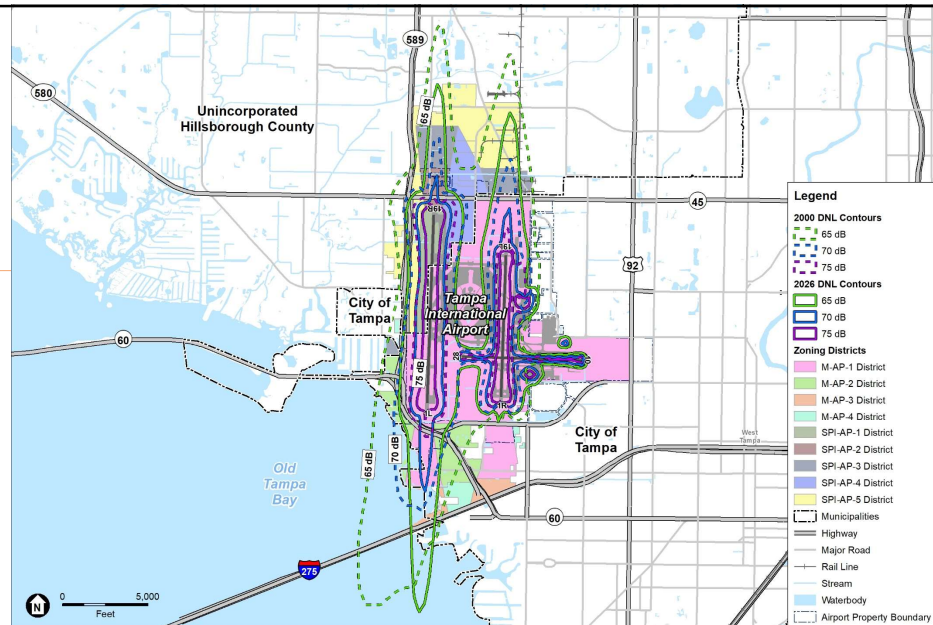


## Airport Special Zoning Districts

The City of Tampa has established the M-AP airport compatibility districts and Hillsborough County has established the SPI-AP airport districts to limit the type, arrangement and intensity of uses of land within such zoning districts.



## Airport Zoning Districts with NEM Contours



## City of Tampa Airport Zoning

- **City of Tampa Code of Ordinances – Sec. 27-156(a)(6) – M-AP airport compatibility districts**
  - “...to encourage development that is compatible with aircraft operation and to increase safety and limit population by maintaining a lower density of development and to promote and protect the utility of the airport.”
- **City of Tampa Code of Ordinances – Sec. 27-171 – District regulations for M-AP airport compatibility districts**
  - M-AP-1: TPF, TPA, and a subdistrict that includes areas lying within the boundaries of approach surfaces or zones to runways 10, 28, 19L, 19R, 1L, and 1R at TPA (identified on the official ALP) and flying within 5,000 feet of the threshold end of each above-mentioned runways. Because these areas are most affected by aircraft traffic, development in these areas shall promote the maximum safety of aircraft, people, and property, and promote the full utility of the airports.
  - M-AP-2: areas lying between the approach surfaces or zones for runway 19R-1L and runway 19R-1L at TPA and within 5,000 feet of the nearest threshold end and those areas lying west of runway 19R-1L at TPA to the west edge of the transitional surface of runway 19R-1L at TPA (as shown on the official TPA ALP). The height of structures and land uses permitted in these areas are of low intensity that reduces population in proximity to the airport and its runways.
  - M-AP-3: areas lying within the boundaries of the approach surfaces or zones for runways 19L, 19R, 1L and 1R at TPA and lying beyond 5,000 feet from the threshold end of the runways mentioned. The land uses, intensities and heights of structures are limited to those which, for safety purposes, reduce population in the path of aircraft approaching or departing on these runways.
  - M-AP-4: includes those areas of land not included in subdistricts M-AP-1, M-AP-2 or M-AP-3. The land uses, intensities and heights of structures are designed to maintain the density of population for safety in areas surrounding the airport.



# Hillsborough County Airport Zoning

- **Hillsborough County Land Development Code – Section 3.01.05 – SPI-AP: Airport Districts**
  - “...promote the public health, safety, and general welfare by limiting the type, the arrangement, and intensity of uses in an effort to minimize the adverse effects of aircraft operations such as potential aircraft crash hazards, aircraft noise and vibration emissions...”
  - Consists of six subareas—SPI-AP-1, SPI-AP-2, SPI-AP-3, SPI-AP-4, SPI-AP-5, and SPI-AP-V—to regulate the intensity of development within such zones by limiting the use, bulk, floor area, scale, and size of developments and, where appropriate, by limiting population densities within such zones.
- **Comprehensive Plan for Unincorporated Hillsborough County Florida – Transportation Element (2008)**
  - Policy 6.5.1: The County shall coordinate land planning outside airport boundaries and shall protect airports from the development of incompatible uses (e.g., excessive structure height, and location, intense development, high-density development, noise sensitive uses, landfills, trees and retention ponds).
  - Policy 6.5.2: The County shall review existing airport zoning districts, determine their appropriateness and eliminate or replace them with the new or updated airport compatible districts, based upon updated master plans and airport operational needs sanctioned by the FAA/FDOT.
  - Policy 6.5.3: The County shall utilize the most current noise exposure study based upon airport Master Plans and Part 150 Noise Compatibility Studies to reassess the appropriate location of compatible and incompatible land uses.



# Anticipated Schedule and Contact Information

If there are any questions about noise at TPA, please contact TPA’s Noise Office and/or visit the website



E-mail  
jdarrell@tampaairport.com



Visit [www.tampaairport.com/part-150-study](http://www.tampaairport.com/part-150-study)

Anticipated schedule after completion of the public workshops is below

Fall 2021 – Receive and respond to public comments

December 2021 – Submit Final NEM Update Report to FAA

Spring 2022 – Acceptance of 2021 and 2026 NEMs

